

INTIMATIONS.

CHINESE IMPERIAL GOVERNMENT
EIGHT PER CENT. LOAN OF 1881.

THIRD DRAWING.

NOTICE.—It is hereby given, that in conformity with the stipulations contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at Par at the Office of the HONG-KONG AND SHANGHAI BANKING CORPORATION, in Hongkong on the 17th day of November, 1884, when the interest thereon will cease to be payable, were this day drawn at the value of the said Corporation in Hongkong, and the sum of £100,000 was paid to Mr. Wm. Bevis, Acting Chief Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

1,096 Bonds, No.—

Nos. Nos. Nos. Nos. Nos.

5 12 23 31 35 43 50 56

60 65 75 85 95 105 115 125

125 135 145 155 165 175 185 195

220 230 240 250 260 270 280 290

295 300 301 306 316 323 334

335 340 350 355 365 375 381 390

395 400 411 418 425 437 446

450 455 465 470 485 495 496

505 515 522 532 542 551 557

565 575 580 585 595 602 608

620 630 640 645 650 655 665

675 685 695 705 715 725 735

735 745 755 765 775 785 795

795 805 815 825 835 845 855

845 855 865 875 885 895 905

905 915 925 935 945 955 965

1014 1022 1032 1042 1052 1062

1072 1082 1092 1102 1112 1122

1132 1142 1152 1162 1172 1182

1228 1248 1258 1268 1278 1288

1293 1298 1308 1318 1328 1338

1332 1339 1348 1358 1368 1378

1402 1411 1429 1431 1440 1445

1452 1462 1472 1482 1492 1502

1523 1532 1542 1552 1562 1572

1574 1589 1597 1608 1618 1628

1638 1649 1659 1669 1678 1688

1748 1758 1763 1772 1782 1787

1793 1804 1812 1823 1837 1844

1851 1861 1872 1882 1893 1902

1908 1915 1924 1939 1947 1956

1987 1994 1999 2006 2011 2016

2021 2027 2044 2050 2056 2061

2076 2082 2094 2100 2106 2112

2143 2151 2159 2163 2170 2180

2190 2205 2212 2219 2226 2235

2245 2259 2261 2266 2277 2280

2301 2308 2317 2321 2329 2335

2354 2368 2373 2381 2389 2406

2411 2418 2427 2438 2442 2452

2469 2480 2487 2494 2501 2506

2525 2538 2559 2568 2583 2595

2587 2595 2605 2615 2625 2635

2694 2700 2708 2713 2723 2732

2751 2753 2765 2773 2778 2785

2804 2812 2821 2829 2838 2845

2859 2868 2877 2885 2890 2905

2915 2924 2930 2940 2945 2955

3029 3036 3045 3052 3059 3067

3089 3096 3105 3112 3119 3127

3150 3156 3161 3167 3172 3188

3184 3203 3212 3218 3228 3234

3235 3264 3270 3273 3283 3293

3310 3320 3331 3332 3343 3348

3363 3375 3380 3392 3397 3405

3420 3439 3436 3441 3462 3463

3475 3484 3494 3500 3509 3518

3531 3540 3546 3550 3555 3575

3587 3595 3605 3614 3624 3634

3645 3655 3665 3675 3685 3694

3704 3709 3715 3723 3733 3743

3756 3764 3771 3777 3783 3795

3810 3820 3830 3834 3851 3855

3866 3875 3885 3895 3900 3914

3928 3934 3940 3945 3955 3974

3937 3947 3957 3963 3973 3987

4036 4044 4050 4060 4068 4076

4089 4097 4103 4113 4123 4130

4140 4146 4151 4157 4163 4170

4260 4265 4270 4275 4280 4285

4290 4295 4300 4305 4310 4315

4312 4318 4323 4329 4334 4341

4371 4379 4385 4391 4396 4405

4441 4449 4453 4459 4467 4477

4485 4493 4501 4509 4515 4521

4537 4547 4554 4562 4572 4582

4584 4593 4601 4609 4617 4625

4630 4639 4647 4656 4664 4673

4671 4676 4683 4693 4698 4706

4766 4774 4781 4788 4795 4802

4773 4778 4785 4792 4799 4806

4827 4834 4841 4848 4855 4862

4874 4882 4889 4896 4903 4910

4932 4938 4945 4952 4959 4966

5005 5012 5019 5026 5033 5041

5054 5061 5071 5078 5085 5094

5109 5118 5125 5134 5141 5149

5157 5163 5173 5182 5192 5198

5220 5229 5238 5247 5250 5259

5273 5282 5292 5299 5300 5319

5331 5340 5349 5356 5363 5374

5389 5400 5409 5414 5421 5430

5438 5445 5454 5460 5468 5473

5495 5501 5509 5517 5528 5539

5549 5557 5568 5572 5582 5591

5607 5610 5618 5625 5632 5640

5669 5675 5682 5689 5696 5703

5728 5735 5742 5749 5756 5763

5779 5786 5793 5798 5805 5812

5830 5839 5841 5850 5859 5867

5871 5880 5891 5898 5905 5914

5938 5947 5956 5963 5973 5982

6005 6015 6021 6028 6035 6042

6101 6107 6119 6126 6132 6138

6132 6139 6146 6152 6159 6165

6171 6179 6187 6194 6201 6211

6239 6245 6252 6259 6266 6273

6289 6295 6302 6309 6316 6323

6341 6348 6355 6362 6369 6376

6388 6405 6411 6419 6426 6434

6447 6453 6460 6467 6475 6484

6505 6510 6518 6527 6534 6542

6558 6563 6570 6577 6584 6591

6615 6621 6627 6634 6641 6648

6670 6677 6684 6691 6698 6705

6727 6734 6741 6748 6755 6762

6771 6778 6785 6792 6799 6806

6824 6831 6838 6845 6852 6860

6872 6879 6886 6893 6898 6905

6947 6954 6961 6968 6975 6982

7005 7011 7017 7023 7029 7035

7063 7068 7074 7080 7086 7092

7111 7117 7123 7129 7135 7141

7180 7187 7193 7203 7211 7218

7233 7239 7245 7250 7256 7262

7282 7287 7293 7299 7305 7311

7337 7343 7349 7355 7361 7367

7384 7390 7396 7402 7408 7414

7402 7409 7416 7423 7429 7436</

be illustrated or better any more, and I turned to work. After that the captain would not do so much, which he had been guilty of the violence to Wabek, and as I considered he had broken his word to me I would not work. I did not stir in the whole resistance on the part of the men. Of course I did my part with the rest. On the Thursday some Manila seamen were put on board.

Mr. Francis—And was not the starboard forward door locked to keep these men from getting in?

Witness—And to take care of me as well. There was no fear of any pilfering.

Mr. Francis—Did you hear the lock taken off the door?

Witness—No, but I have a pretty good idea of what it was:

Witness—Well I don't know that I heard it, but I might have been in deep meditation at the time.

Have you not run away from home?—That is another thing; I am not here for running away from home.

How long have you been at sea?—About three years.

Are you a contrivarian are you: are you not an American?—I am not an American subject; I would not like to be an American.

Re-examined by Mr. Caldwell—When I say the captain promised to treat us better, I mean he called it "soft" and pretended to be ignorant of the ill-treatment we had been subjected to. We had all in the forecastle, the steward kicked and stamped and knocked about, and roared out. He told us to go to our complainants in future if we had any grievances, and I spoke to him of those described. He then promised we would see we were not ill-treated, but the officers always told us when they had been knowing any man about that if he went to the captain he would get twice as bad. The reason I did not come on board on the Monday morning was because I was afraid on account of the treatment and the threat the captain held out. I went to the cabin of the chief officer, as he had threatened to murder me if I remained on board. I therefore stayed on shore, and tried to get my discharge.

Answer to his Lordship witness said he left the forecastle on one or two occasions for a moment or two. He asked no one for food or water.

His Lordship—Were you too proud to ask for food?

Witness—I would have been there without a long time sooner than have asked for it.

William Hammett, ship's boy on the *Undeclared*, gave evidence to locking the door of the forecastle by the order of the chief mate, and he put the key in the carpenter's shop. Corbett and himself were the only two of the crew who remained on board on Thursday. Corbett had not fed him for two days. The steward told him that no one was to have any food at all. He did not offer him any food at first, I thought they would give him some, but the next day I offered him part of my dinner after I came on board. The look was still on the door when I came on board. The look was gone from the door when I took Corbett some of my dinner. I had been absent from the forecastle about eight hours, and when I came back he told me if I gave Corbett any food the captain would make it hot for me. I did not hear the captain say anything about it. When I was inside the forecastle with Corbett, the captain came and asked me what I was doing there, and told me to come out. In the broad cast in the starboard forecastle there were some broken pieces of biscuit. The water supply was cut off, and the men had to live on what others could give them and got what he wanted. The Manila men came on board on the Friday morning, and the door of the starboard forecastle was locked to protect the men's clothing from their pilfering.

Charles Horthberg, lately a seaman of the *Undeclared*, gave evidence to the captain's orders, and that no man was to be allowed to go to port, castle, only some duty. There was no anchor or water to cover the bottom of the water vessel.

Samuel Nunn, another seaman formerly belonging to the *Undeclared*, was then called, but being unable to give evidence on the same point, was not examined further.

Mr. Francis called the following evidence for the defense:

John R. Barnes, Master, chief officer of the *Undeclared*, gave evidence of the captain in dispute. He said it was by order of the captain that the plaintiff was locked inside the forecastle. Defendant gave orders to have him moved from the port to the starboard forecastle, and he also gave evidence to see that the man's clothes were not taken out of the starboard forecastle. Witness left the starboard forecastle for the security of the forecastle on the 28th and 31st, while the plaintiff was in the forecastle, and he showed it to Corbett himself when the latter complained to him of having no food. The captain's order to the steward about not supplying food was a general order applying to the whole of the men, as they all refused to eat. There were only broken pieces of biscuit and dried fish, and the原告 said that those were quite clean and eatable. He was absent from the ship about three hours on the 31st, and when he returned he unlocked the door.

Cross-examined by Mr. Caldwell—Witness looked the forecastle door on his own responsibility for the safety of the seaman's clothes, he did not mistake plaintiff for a bundle of skin. He did not tell the master magistrate that plaintiff had the right to complain about this matter—he said it was the captain's affair not his. Corbett was free to go about the ship whenever he liked on the 28th and 31st, excepting when he was locked up, which must have been an accident. There was a bucket of water in the forecastle on Thursday.

George Steamer, sailmaker on board the *Undeclared*, said that on the 28th he saw Corbett at the door, and when he did not let him in he told him Corbett some meat at dinner time, and at night gave him some soft bread. There were biscuits in the forecastle. About 9 o'clock Corbett came to witness, and asked him for a pot of water, and witness gave him some.

Joseph Lincoln said he was still a member of the crew of the *Undeclared*, and had served three years in the American Navy. On the 30th October he refused duty with the rest of the crew and went ashore. He returned at about eight the following morning to get some tobacco, and then saw Corbett sitting in the port forecastle. Witness got the key of the starboard forecastle from the carpenter, and opened it, and then went to his bag for the tobacco.

Mr. Francis then addressed the court for the defense. He said the plaintiff was reduced leave to go on shore because he had already been there, and had all his complaints before Capt. Thomas and the master magistrate, and it had deserved from the ship. The plaintiff had been justified in refusing his leave to go ashore, or to discharge him, and he was quite justified according to maritime usage. If he put the plaintiff or the rest of the crew on a bread and water diet, when they refused duty?

Mr. Francis remarked that there was proper authority for the captain to discharge his men before, under the Merchant Shipping Act, if the crew of a foreign ship should apply to the Consul, and if the latter thought the case needed it, he could bring it before a Magistrate.

Mr. Francis—that was evidently at the Consul's option, and if he did not do it, in what way was the captain? The Consul would tell him that on board an American ship he had full power to do whatever he saw fit to deal with all ordinary cases that occurred on board himself, and that he was liable to punishment if he took any of his crew before the local authorities of any port his ship might be lying at and had them punished for any but serious offences involving danger to the ship. Therefore, if he did not do it, the captain was correct.

Cor. Horthberg—He was not justified in all that he had done. There was no sufficient authority by which a foreign captain's power of dealing with his crew was ousted because his vessel happened to be in harbour; but there were many broad rules laid down which showed that the power of the master of a ship over the crew was something short of a complete control over his persons, or of a state of slavery.

Mr. Francis quoted from Dickens, an American authority on the law of shipping, in which it was laid down that the master of a ship was only justified in laying a man punished on

the powers of punishment that he possessed were not adequate for dealing with the men on board ship, and it was only in extreme cases where it was necessary to have a man dealt with on shore. Other authorities were also quoted, and the case of the *Louise Castle* was instanced, in which a man was imprisoned in iron, and afterwards flogged on his bare back in Macao prison. On the facts, Mr. Francis said, the man was innocent, and he thought his Lordship would be satisfied that the man's being locked up in the forecastle was the result of an accident. He made no application to leave the ship, nor to the captain, and the plaintiff was quite satisfied with his word.

Witness—And to take care of me as well.

There was no fear of any pilfering.

Mr. Francis—Did you hear the lock taken off the door?

Witness—No, but I have a pretty good idea of what it was:

Witness—Well I don't know that I heard it, but I might have been in deep meditation at the time.

Have you not run away from home?—That is another thing; I am not here for running away from home.

How long have you been at sea?—About three years.

Are you a contrivarian are you: are you not an American?—I am not an American subject; I would not like to be an American.

Re-examined by Mr. Caldwell—When I say the captain promised to treat us better, I mean he called it "soft" and pretended to be ignorant of the ill-treatment we had been subjected to. We had all in the forecastle, the steward kicked and stamped and knocked about, and roared out. He told us to go to our complainants in future if we had any grievances, and I spoke to him of those described. He then promised we would see we were not ill-treated, but the officers always told us when they had been knowing any man about that if he went to the captain he would get twice as bad.

The reason I did not come on board on the Monday morning was because I was afraid on account of the treatment and the threat the captain held out. I went to the cabin of the chief officer, as he had threatened to murder me if I remained on board. I therefore stayed on shore, and tried to get my discharge.

Answer to his Lordship witness said he left the forecastle on one or two occasions for a moment or two. He asked no one for food or water.

His Lordship—Were you too proud to ask for food?

Witness—I would have been there without a long time sooner than have asked for it.

William Hammett, ship's boy on the *Undeclared*, gave evidence to locking the door of the forecastle by the order of the chief mate, and he put the key in the carpenter's shop. Corbett and himself were the only two of the crew who remained on board on Thursday. Corbett had not fed him for two days. The steward told him that no one was to have any food at all. He did not offer him any food at first, I thought they would give him some, but the next day I offered him part of my dinner after I came on board. The look was still on the door when I came on board. The look was gone from the door when I took Corbett some of my dinner. I had been absent from the forecastle about eight hours, and when I came back he told me if I gave Corbett any food the captain would make it hot for me. I did not hear the captain say anything about it. When I was inside the forecastle with Corbett, the captain came and asked me what I was doing there, and told me to come out. In the broad cast in the starboard forecastle there were some broken pieces of biscuit. The water supply was cut off, and the men had to live on what others could give them and got what he wanted. The Manila men came on board on the Friday morning, and the door of the starboard forecastle was locked to protect the men's clothing from their pilfering.

Charles Horthberg, lately a seaman of the *Undeclared*, gave evidence to the captain's orders, and that no man was to be allowed to go to port, castle, only some duty. There was no anchor or water to cover the bottom of the water vessel.

Samuel Nunn, another seaman formerly belonging to the *Undeclared*, was then called, but being unable to give evidence on the same point, was not examined further.

Mr. Francis called the following evidence for the defense:

John R. Barnes, Master, chief officer of the *Undeclared*, gave evidence of the captain in dispute. He said it was by order of the captain that the plaintiff was locked inside the forecastle. Defendant gave orders to have him moved from the port to the starboard forecastle, and he also gave evidence to see that the man's clothes were not taken out of the starboard forecastle. Witness left the starboard forecastle for the security of the forecastle on the 28th and 31st, while the plaintiff was in the forecastle, and he showed it to Corbett himself when the latter complained to him of having no food. The captain's order to the steward about not supplying food was a general order applying to the whole of the men, as they all refused to eat. There were only broken pieces of biscuit and dried fish, and the原告 said that those were quite clean and eatable. He was absent from the ship about three hours on the 31st, and when he returned he unlocked the door.

Cross-examined by Mr. Caldwell—Witness looked the forecastle door on his own responsibility for the safety of the seaman's clothes, he did not mistake plaintiff for a bundle of skin. He did not tell the master magistrate that plaintiff had the right to complain about this matter—he said it was the captain's affair not his. Corbett was free to go about the ship whenever he liked on the 28th and 31st, excepting when he was locked up, which must have been an accident. There was a bucket of water in the forecastle on Thursday.

George Steamer, sailmaker on board the *Undeclared*, said that on the 28th he saw Corbett at the door, and when he did not let him in he told him Corbett some meat at dinner time, and at night gave him some soft bread. There were biscuits in the forecastle. About 9 o'clock Corbett came to witness, and asked him for a pot of water, and witness gave him some.

Joseph Lincoln said he was still a member of the crew of the *Undeclared*, and had served three years in the American Navy. On the 30th October he refused duty with the rest of the crew and went ashore. He returned at about eight the following morning to get some tobacco, and then saw Corbett sitting in the port forecastle. Witness got the key of the starboard forecastle from the carpenter, and opened it, and then went to his bag for the tobacco.

Mr. Francis then addressed the court for the defense. He said the plaintiff was reduced leave to go on shore because he had already been there, and had all his complaints before Capt. Thomas and the master magistrate, and it had deserved from the ship. The plaintiff had been justified in refusing his leave to go ashore, or to discharge him, and he was quite justified according to maritime usage. If he put the plaintiff or the rest of the crew on a bread and water diet, when they refused duty?

Mr. Francis remarked that there was proper authority for the captain to discharge his men before, under the Merchant Shipping Act, if the crew of a foreign ship should apply to the Consul, and if the latter thought the case needed it, he could bring it before a Magistrate.

Mr. Francis—that was evidently at the Consul's option, and if he did not do it, in what way was the captain?

The Consul would tell him that on board an American ship he had full power to do whatever he saw fit to deal with all ordinary cases that occurred on board himself, and that he was liable to punishment if he took any of his crew before the local authorities of any port his ship might be lying at and had them punished for any but serious offences involving danger to the ship.

Therefore, if he did not do it, the captain was correct.

Cor. Horthberg—He was not justified in all that he had done. There was no sufficient authority by which a foreign captain's power of dealing with his crew was ousted because his vessel happened to be in harbour; but there were many broad rules laid down which showed that the power of the master of a ship over the crew was something short of a complete control over his persons, or of a state of slavery.

Mr. Francis quoted from Dickens, an American authority on the law of shipping, in which it was laid down that the master of a ship was only justified in laying a man punished on

VESSELS ADVERTISED AS LOADING.

DESCRIPTION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED
HAVRE AND HAMBURG, &c.	Hopponia (steamer)	Wagner	Hongkong	Siemssen & Co.	On or about 10th Dec.
HAVRE AND HAMBURG, &c.	Polyphonia (steamer)	Brown	Hongkong	Russell & Co.	On 8th Dec., at 2 P.M.
HAVRE AND HAMBURG	Johanna	Bunhai	Hongkong	Stanssen & Co.	Quick despatch.
HAVRE LONDON, &c.	Bingo	Glenroy	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON AND HAMBURG	Mario	A. W. Adamson	Hongkong	P. & O. S. N. Co.	On 25th inst.; at 4 P.M.
LONDON VIA SUZU CANAL	Witwick	Arnold	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON VIA SUZU CANAL	Glenroy (steamer)	Johnston	Hongkong	Stanssen & Co.	On 22nd inst.; at 4 P.M.
LONDON VIA SUZU CANAL	Rushby (steamer)	Talley	Hongkong	Stanssen & Co.	On 27th inst., at Noon.
LONDON VIA SUZU CANAL	Wandering Jew	Carroll	Hongkong	E Russell & Co.	On or about 25th inst.
NEW YORK	Shannon	Edgett	Hongkong	Stanssen & Co.	Quick despatch.
NEW YORK	City of New York (steamer)	McDowell	Hongkong	J. M. S. Co.	On 22nd inst., at 4 P.M.
NEW YORK AND BOULOGNE	Atholl (steamer)	H. W. Thomson	Hongkong	P. & O. S. N. Co.	On 27th inst., at Noon.
YOKOHAMA	W. N. Adams	Flintshire (steamer)	Hongkong	Adamsen, Ball & Co.	Quick despatch.
YOKOHAMA AND HIODO	Manxie (steamer)	Monzelle (steamer)	Hongkong	Livingston & Co.	On 1st Dec., at 3 P.M.
YOKOHAMA AND HIODO	W. N. Adams	Kudigan (steamer)	Hongkong	Livingston & Co.	On 22nd inst., at 3 P.M.
BOMBAY VIA STRAITS	Davies	Arnhold, Karberg & Co.	Hongkong	Livingston & Co.	On 22nd inst., at 3 P.M.
CALCUTTA VIA STRAITS	Arcturus (steamer)	Johnston	Hongkong	Livingston & Co.	On 22nd inst., at 3 P.M.
HONOLULU	Portuguese Maritimes	Portuguese Maritimes	Hongkong	Livingston & Co.	On 22nd inst., at 3 P.M.
HONGKONG	Kwong-yeung (steamer)	Jackson	Hongkong	Livingston & Co.	On 22nd inst., at 3 P.M.
HONGKONG	Andrew	Holman	Hongkong	Livingston & Co.	On 22nd inst., at 3 P.M.
HONGKONG	Zafiro (steamer)	Talbot	Hongkong	Livingston & Co.	On 22nd inst., at 3 P.M.
MANILA VIA AMOY	Charon (steamer)	Ongaga	Hongkong	Livingston & Co.	On 19th inst., at 5 P.M.
MANILA VIA AMOY	Nama (steamer)	Pitman	Hongkong	Livingston & Co.	On 19th inst., at 5 P.M.
MANILA, SWATOW, AMOY, & FOOCHEW	Charon (steamer)	Douglas Lapraik & Co.	Hongkong	Livingston & Co.	On 19th inst., at 5 P.M.

FOR SALE.

INSURANCES.

FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

